

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO

COUNTRY USSR (Sovietian SSR)
SUBJECT Airfields near Stalino

DATE DISTR. 24 November 1955

NO. OF PAGES 3

25X1

NO. OF ENCLS.
LISTED BELOW

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION APPLICABLE TO THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-
ATION OF ITS CONTENTS TO AN UNAUTHORIZED PERSON
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS CODE IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

Attached is [] forwarded as received.

25X1

25X1

25X1

CLASSIFICATION C-O-N-F-I-D-E-N-T-I-A-L

STATE	NAVY	ARMY	AIR	NSA	DISTRIBUTION				
ARMY									

CLASSIFICATION CONFIDENTIALCOUNTRY USSR -2- REPORTTOPIC Airfields and Air Space Observations at Stalino 25X1EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED DATE PREPARED 22 September 1954 25X1

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

25X1

25X1

1. After the summer of 1953, there was intensive air activity by turbo-jet aircraft and biplanes daily in the air space over Stalino (47°59'N/37°48'E) - Lidiyevka (west of Stalino) which had come from an airfield in the area north-northwest of Stalino. 1

Between 1952 and the summer of 1953, at least 2 biplanes and several gliders frequently conducted flying from an airfield located in the area immediately south of Stalino-Ruchenkovo (47°57'N/37°44'E). No buildings, runways or taxiways were observed on this field which consisted of uncultivated meadows. Nor were boundaries discernible. Flying indicated that the airfield was used only during the summer months. The gliders were of a small type which were individually towed by biplanes and subsequently released. No long-term glidings were noticed. 3

25X1

2. Turbo-jet aircraft were seen in the air space over Stalino at irregular intervals after 1951. In 1952, they were seen more frequently and, in 1953, almost daily. They flew only during the daytime. In 1952, they conducted individual flying, flying in elements of two and, on rare occasions, in elements of four. In 1953, they flew in formations of up to eight aircraft. They did not fly during bad weather. Between April 1953 and December 1953, a second type turbo-jet aircraft appeared in the area. This aircraft's wing form was different than that of the first and its jet engine had an entirely different sound. This second type jet aircraft was also seen flying over Stalino at night

25X1

CLASSIFICATION CONFIDENTIAL

CONFIDENTIAL

-2- -3-

between 2100 and 2300. It flew in all kinds of weather, except during heavy rain or fog. Contrary to the first mentioned turbo-jet aircraft, the second type was frequently seen at very high altitudes from where it would also drop down to considerably low altitudes. Both type jet aircraft had heavily swept back wings. During night flying, a steady jet glow without any flashes of fire could be seen, coming from the end of the fuselage of the second type. The last quarter of the wing of this aircraft appeared to be bent down. After 1952 and until December 1953, both type turbo-jet aircraft practiced piercing through cloud covers in two-ship elements, with the cloud ceiling not below an altitude of 1,000 meters. When flying into the clouds, the distances between the aircraft seemed to increase, and appeared still larger when piercing through the clouds. In the summer and fall of 1953, firing practices at very high altitudes were conducted in weather with an overcast of up to three tenths. ²

25X1

During World War II, the airfield which was located along the Stalino-Makeyevka (48°03'N/37°58'E) was used by the German Air Force. In the spring of 1951, the field was turned over to the Soviet population as garden land, except for a landing area of about 200 x 100 meters. Inside the garden area, the status of 10 to 12 former aircraft dirt revetments remained unchanged. Since 1951, there have been no buildings or temporary barracks in the area. A concrete foundation wall measuring 60 x 40 meters was seen in the northeastern corner of the field, immediately to the side of the road crossing. ⁴

Up to the end of 1952, the landing field was used only two or three times a week by courier planes of the Makeyevka steel plant. PW Camp No 6114/5 was located immediately along the railroad line from Liveniski (southeastern perimeter of Stalino) toward the northwest. Liveniski, a previous French settlement, was formerly named Providanka. Although the name Providanka was not entered on maps, it was used by the population. Coal mines and pertaining installations were located in Providanka. The PW camp mentioned was located opposite a railroad spur and the Krasnaya-Svetka shaft.

25X1

25X1

1. Comment. According to available information, the airfield north-northwest of Stalino is occupied by a Soviet fighter regiment and is equipped with MiG-15s, which number between 28 and 32. The airfield is in addition used by commercial aircraft.

25X1

2. Comment. Information on the two turbo-jet aircraft mentioned in paragraph 2 is not definite enough to draw any conclusions at this time.

25X1

25X1

25X1

3. Comment. Ruchenkovo airfield is known as a small field which is utilized by gliders and aircraft for preilitary training.

25X1

4. Comment. It was previously reported that Makeyevka airfield had been withdrawn from operation, except for a small landing area for courier planes.

25X1

25X1

CONFIDENTIAL